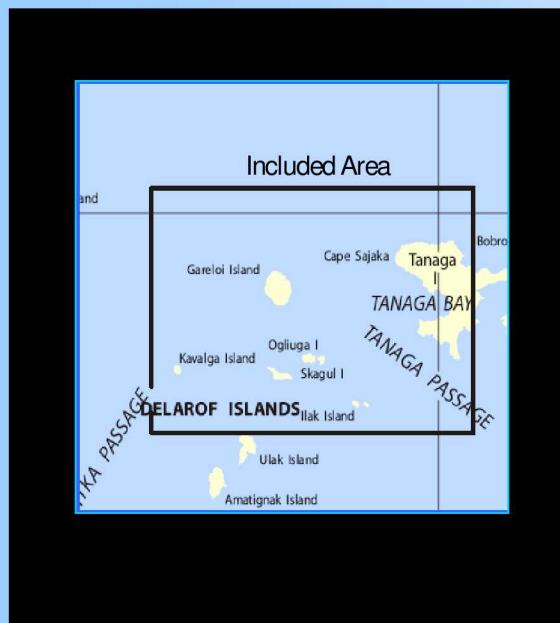


BookletChartTM

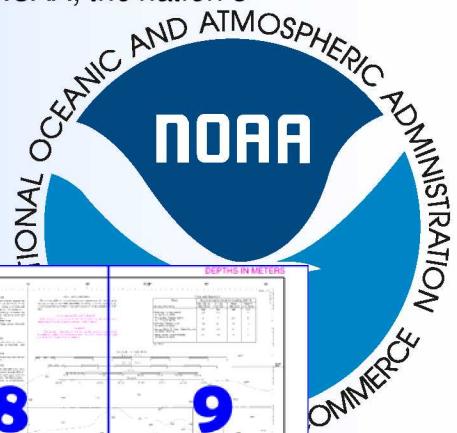
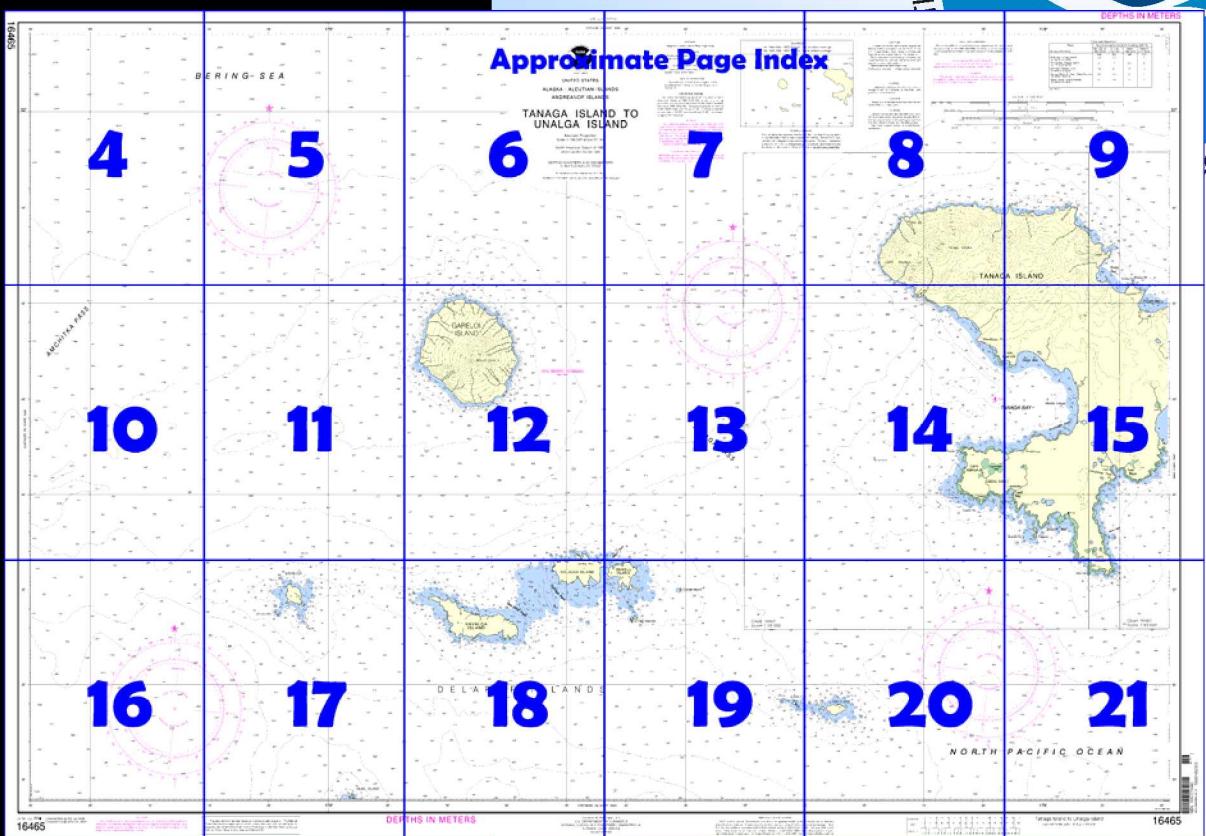
Tanaga Island to Unalga Island

(NOAA Chart 16465)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



Published by the **National Oceanic and Atmospheric Administration** **National Ocean Service** **Office of Coast Survey**

www.NauticalCharts.NOAA.gov

301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

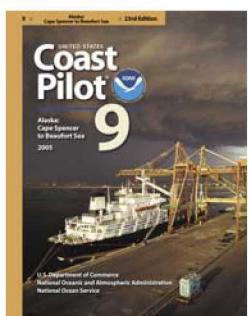
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(4) Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.

Dangers

(5) Nearly all beaches in the Aleutian Islands present natural obstacles to landing. The shores are generally precipitous; the breakers are heavy and in many cases the approaches are filled with jagged rocks and kelp beds which are unusually abundant in the Aleutians; in winter, the kelp disappears entirely. Sand beaches are rare; usually being found only at

the heads of bays; and in no case does a beach extend more than 50 yards inland from the high-water line.

(6) When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.

(176) **Akutan Pass** and Unalga Pass, on either side of Unalga Island, are ship passages, secondary to Unimak Pass, for entering the Bering Sea from the Pacific through the E part of the Aleutian Chain. Akutan Pass is 2.5 miles wide in its narrowest part between the Baby Islands on the SW and Triplet Rocks off Cape Morgan. The depths in the pass are very irregular, but no hidden dangers have been found. Depths less than 10 fathoms extend about 0.4 mile S from Triplet Rocks, and the tide rips there are intensified, appearing as breakers. Small craft should avoid them. A narrow, crescent-shaped shoal with a least depth of 8 fathoms is 3.5 miles NW from Cape Morgan. The shoal can be detected by the swirls and tide rips marking it.

(1016) **Tanaga Pass**, between Tanaga Island and the Delarof Islands, is 13 miles wide at its narrowest part. Depths of 50 fathoms or more can be carried through the pass by keeping 6 miles off Cape Amagalik, Tanaga Island, and 3 miles off the Delarof Islands.

Currents

(1017) The direction and velocity of the current is radically affected by the land areas and the banks. It appears that the flood is diverted by the chain of islands - Skagul to Unalga - and the relatively shoal water between them to an E and W direction in moving around this chain. It was observed that S of Skagul Island the flood sets about NE, E of this island it sets N, and N of the island it sets N to NW.

(1018) With erratic currents of this nature, dead reckoning cannot be depended on and the navigator may find his vessel 1 mile or more off his reckoning after a run of 1 hour.

(1019) During observations made 4.5 miles SW of Cape Amagalik, the current was rotary, turning clockwise, and followed a definite pattern. A minimum current averaging about 0.8 knot sets N to NE. As the current turned through E to S the velocity built up rapidly until it reached 3 knots. The velocity decreased to about 2 knots and at time of low water set WSW. The current turned NW, and the velocity increased to a maximum of 3 knots. The current continued NW to N until the velocity averaged about 0.8 knot. The current then set NW at a velocity of 2 knots. The current turned through N to NE and decreased in velocity to a minimum of 0.8 knot.

(1020) On the opposite side of the pass, 4 miles E of Ugidak Island, velocities of over 3 knots were observed.

(1021) Between Kavalga and Ulak Islands, the flood was observed to set to the NW.

(1022) Tide rips and swirls may be encountered in any part of this area, except well off the land areas in deep water. Generally they will be encountered where a radical change in depth deflects the natural flow of the current or where land masses affect this flow. The ebb appears to produce the heaviest rips and they are most pronounced during the greatest range of tides. Also, strong winds and heavy seas, opposing the flow of the current, cause large rips.

(1023) Rips and swirls were observed by survey vessels to be particularly heavy to a distance of approximately 4 miles W of Cape Amagalik. This area is dangerous to small craft except in favorable weather and should be avoided by medium-sized craft under adverse conditions of current and sea or swell. Under unfavorable weather conditions, it is advisable to round this cape outside the 50-fathom curve.

(1024) Heavy tide rips have been observed off Cape Sajaka; on the bank between Skagul and Ilak Islands; and on the shoal that extends W from Unalga Island.

Table of Selected Chart Notes

Corrected through NM Jul. 24/04
 Corrected through LNM Jun. 29/04

HEIGHTS

Heights in meters above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea.

See Tidal Current Tables for supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Diurnal Tide Level feet	Mean Tide Level feet	Extreme Low Water feet
Gusty Bay, Tanaga Island (51°52'N 177°54'W)	3.3	1.6	---	-3
Tanaga Bay, Tanaga Island (51°43'N 178°00'W)	4	2	2.4	-3
Lash Bay, Tanaga Island (51°40'N 178°03'W)	4.2	2.1	2.4	---
Ogililua Island, E. Coast Delarof Islands (51°36'N 178°37'W)	3.5	1.7	2	---
Garelo Island, Delarof Islands (51°45'N 178°48'W)	3.7	1.8	2.2	---

(Apr 2004)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2 U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.269° southward and 9.251° westward to agree with this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Mercator Projection

Scale 1:100,000 at Lat 51° 44'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHES IN METERS AND DECIMETERS AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

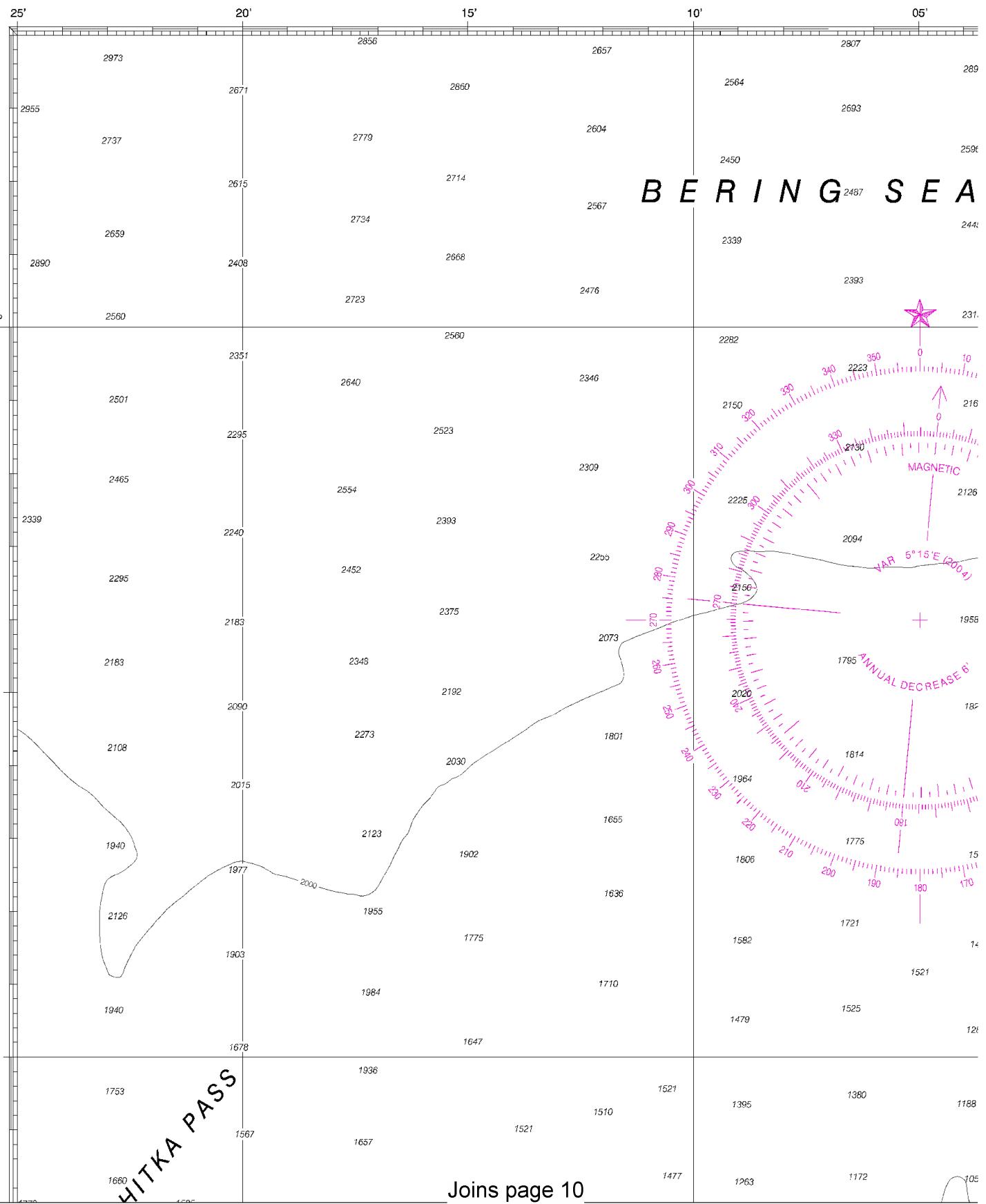
LOCAL MAGNETIC DISTURBANCE

Differences of as much as 7° from the normal variation have been observed on Garelo Island southeast of Mt. Garelo

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

16465



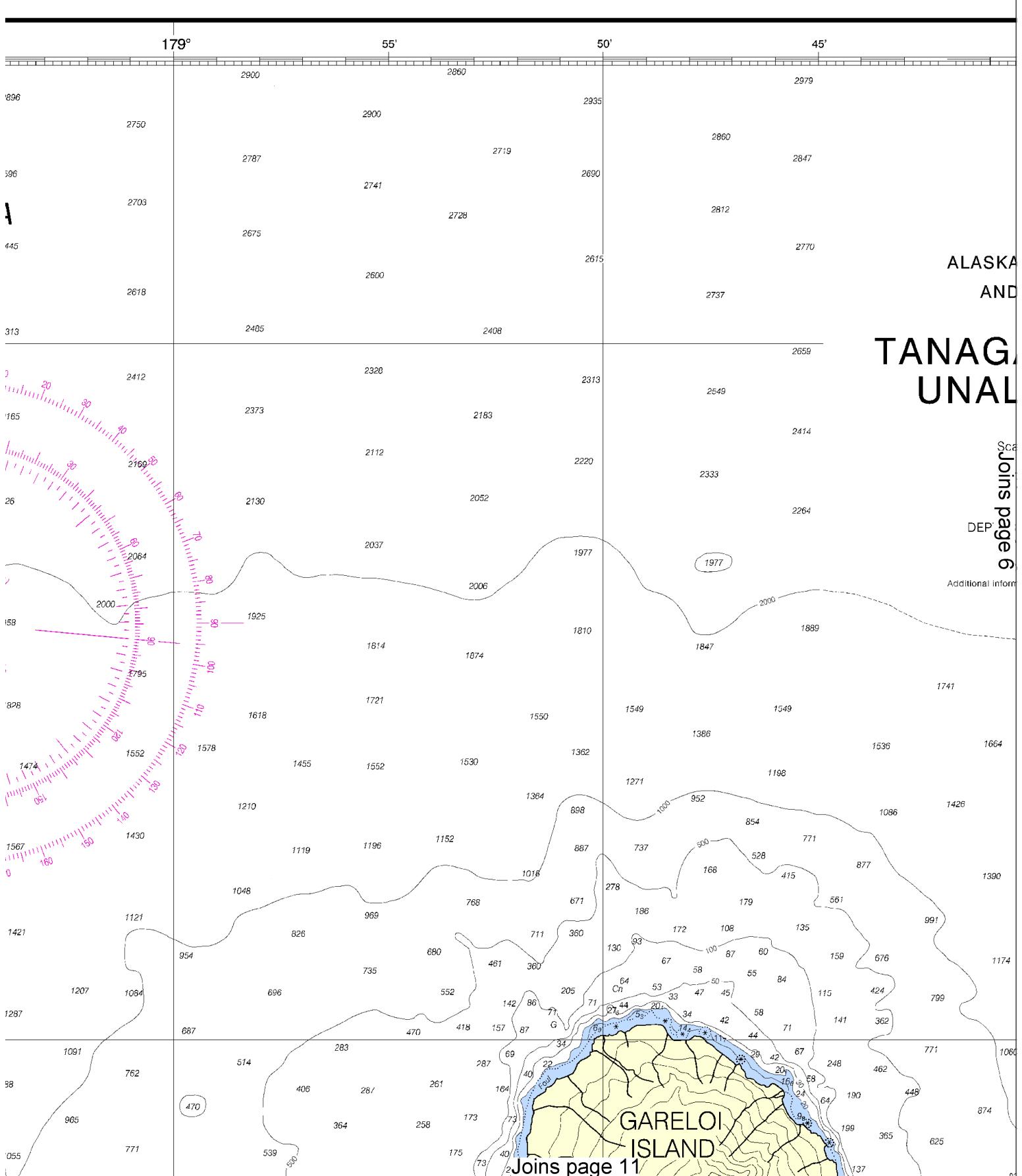
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Printed at reduced scale.

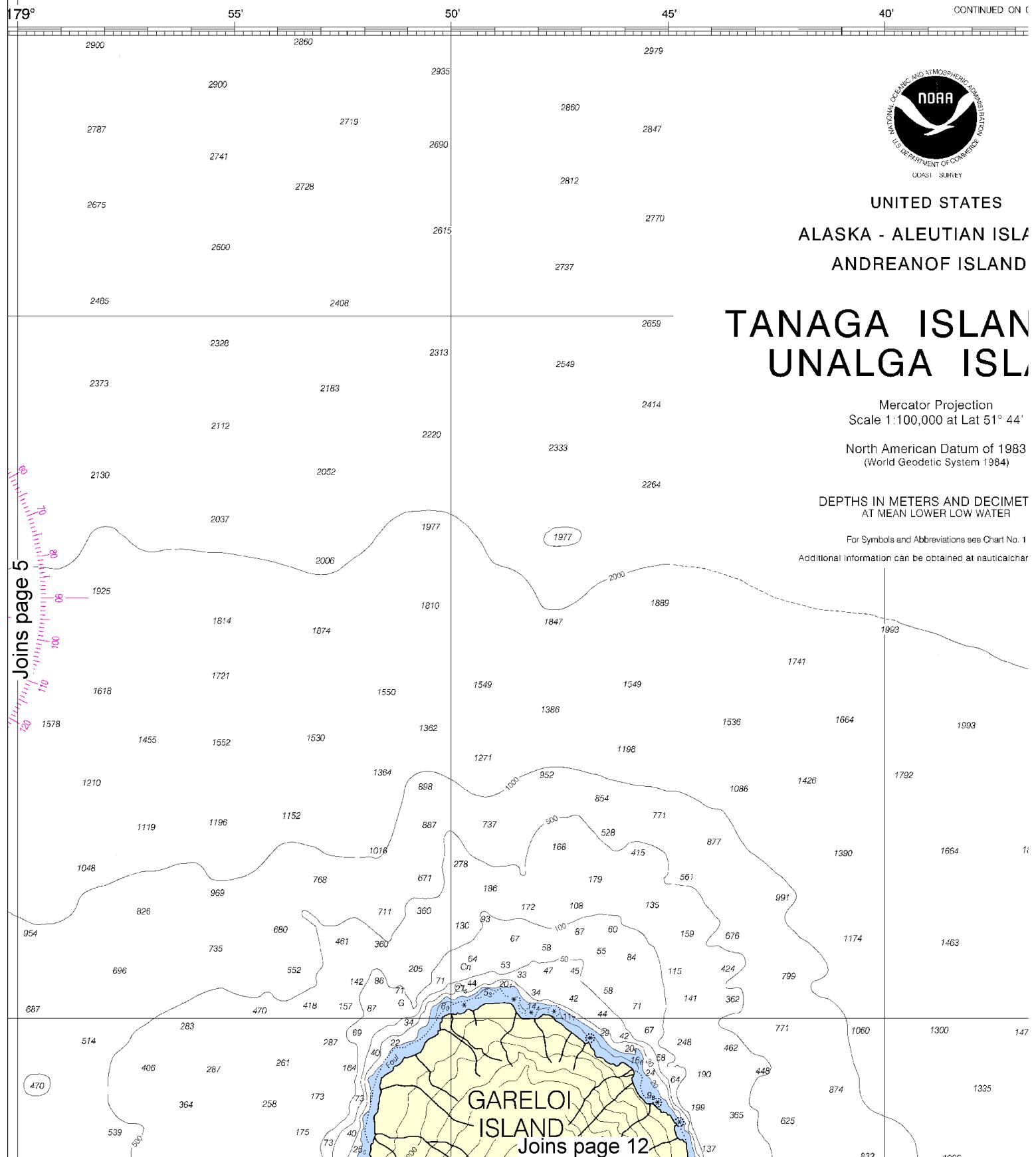
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Nautical Miles

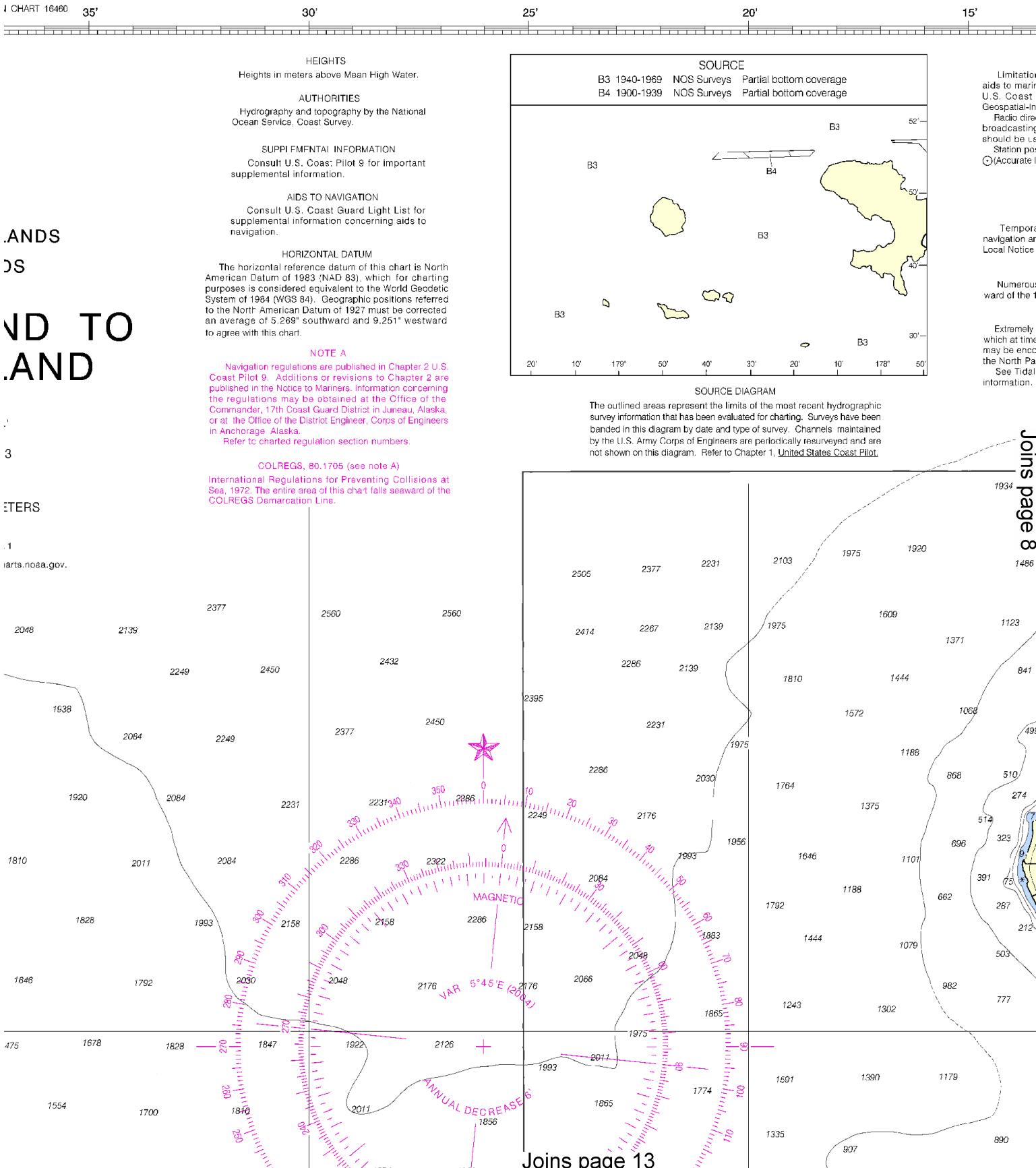
See Note on page 5.



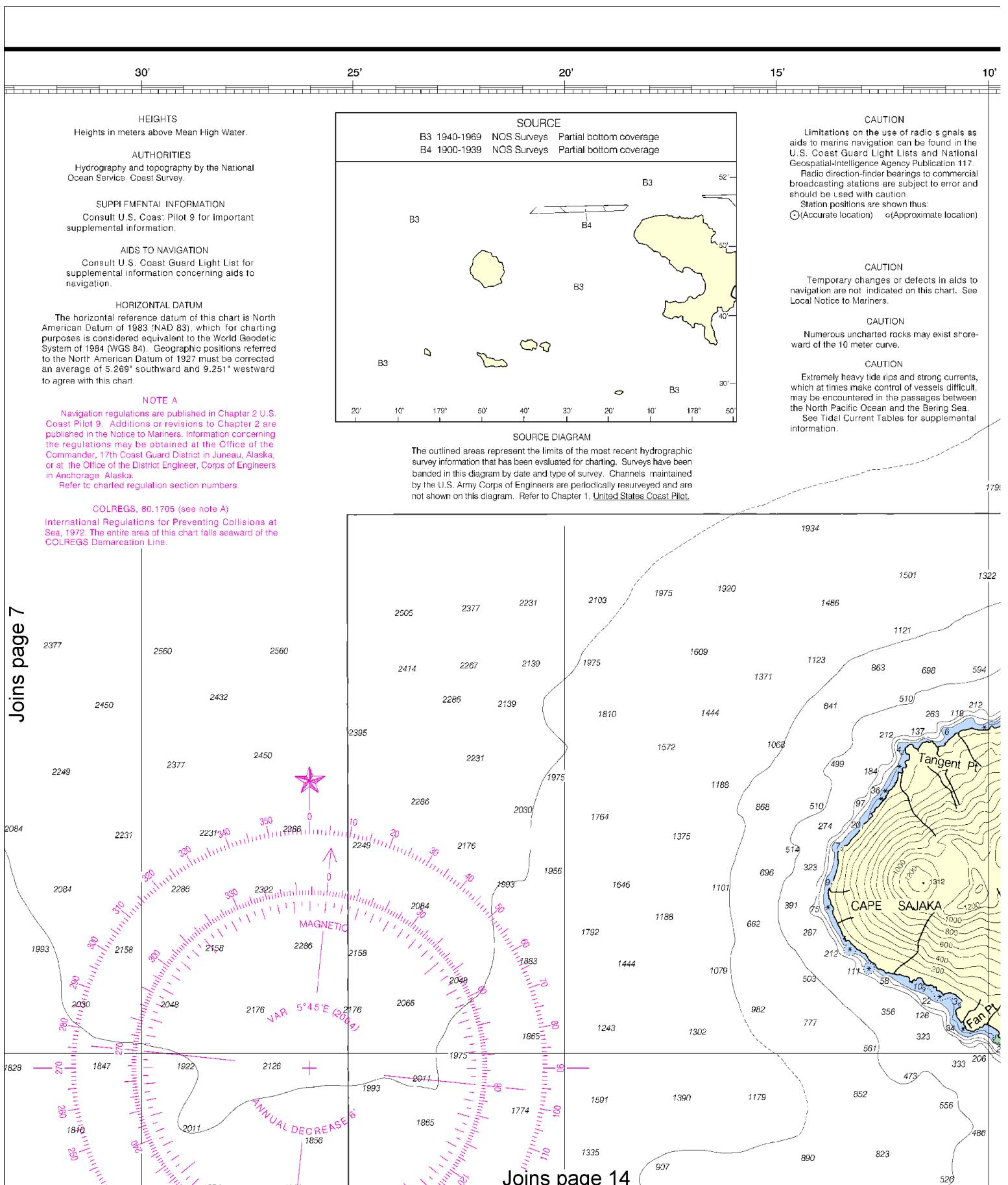
This BookletChart was reduced to 75% of the original chart scale.

The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



CONTINUED ON CHART 16460

AMCHITKA PASS

1955

1636

780

180

114

1903

1775

1710

1721

2126

1984

1647

1582

1940

1678

1479

1525

128

1936

1657

1477

114

1753

1521

1380

1188

1567

1510

1395

1172

1660

1417

1263

105

1530

1324

1099

7

1362

1201

1168

1042

1772

1219

954

954

1200

1141

837

753

1344

1247

841

6

1251

1254

669

6

1349

1139

682

6

1269

914

749

6

1057

914

735

660

1121

603

651

5

936

601

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591

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620

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667

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642

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806

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720

477

367

749

823

307

336

1132

726

201

11

1011

790

117

206

1172

845

100

84

1016

735

71

73

874

689

68

68

901

565

52

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643

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621

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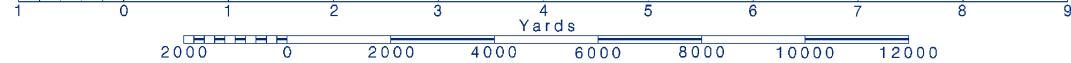
157

Joins page 16

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 5

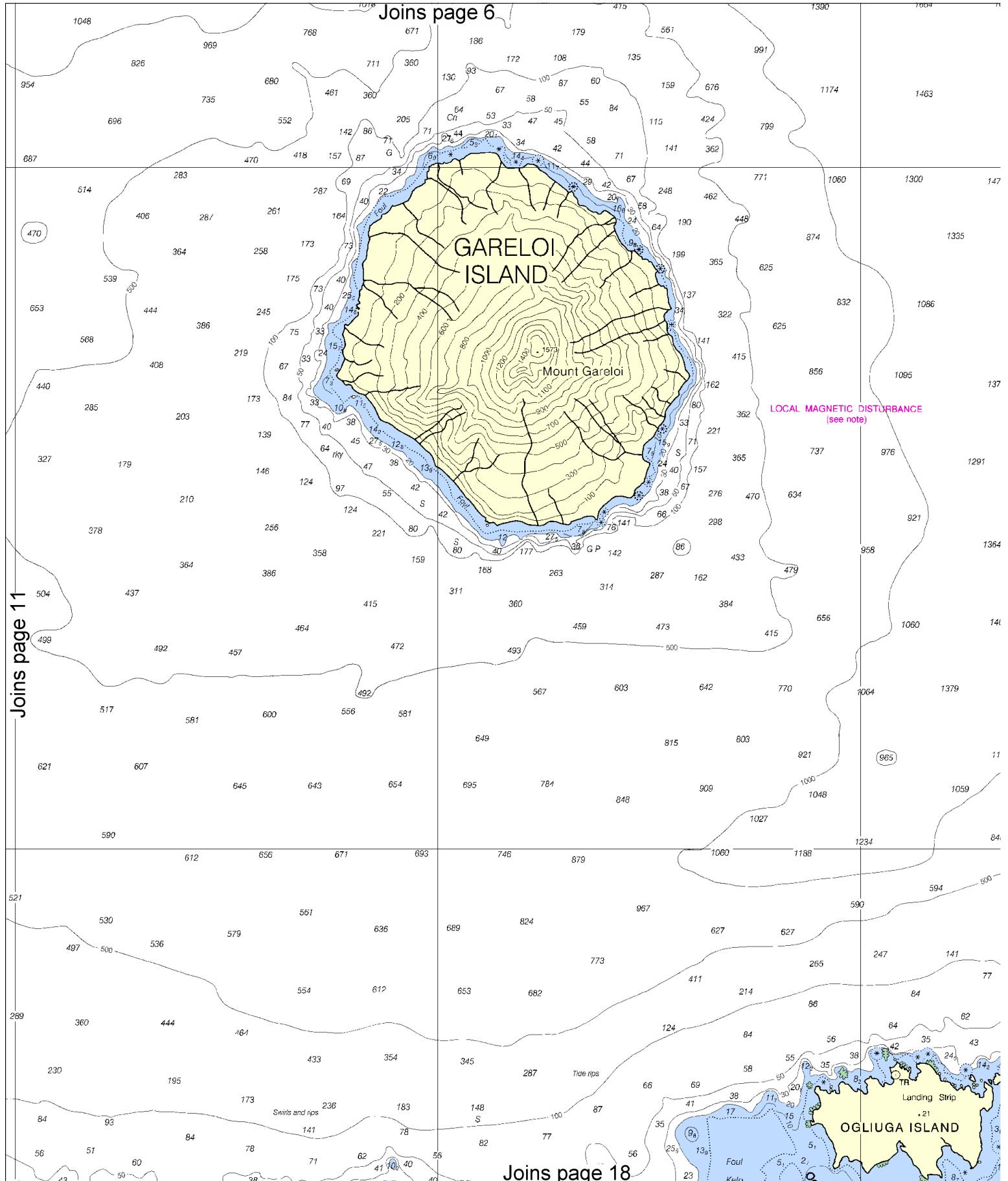
Joins page 12

90

Joins page 17

11

Joins page 6



12



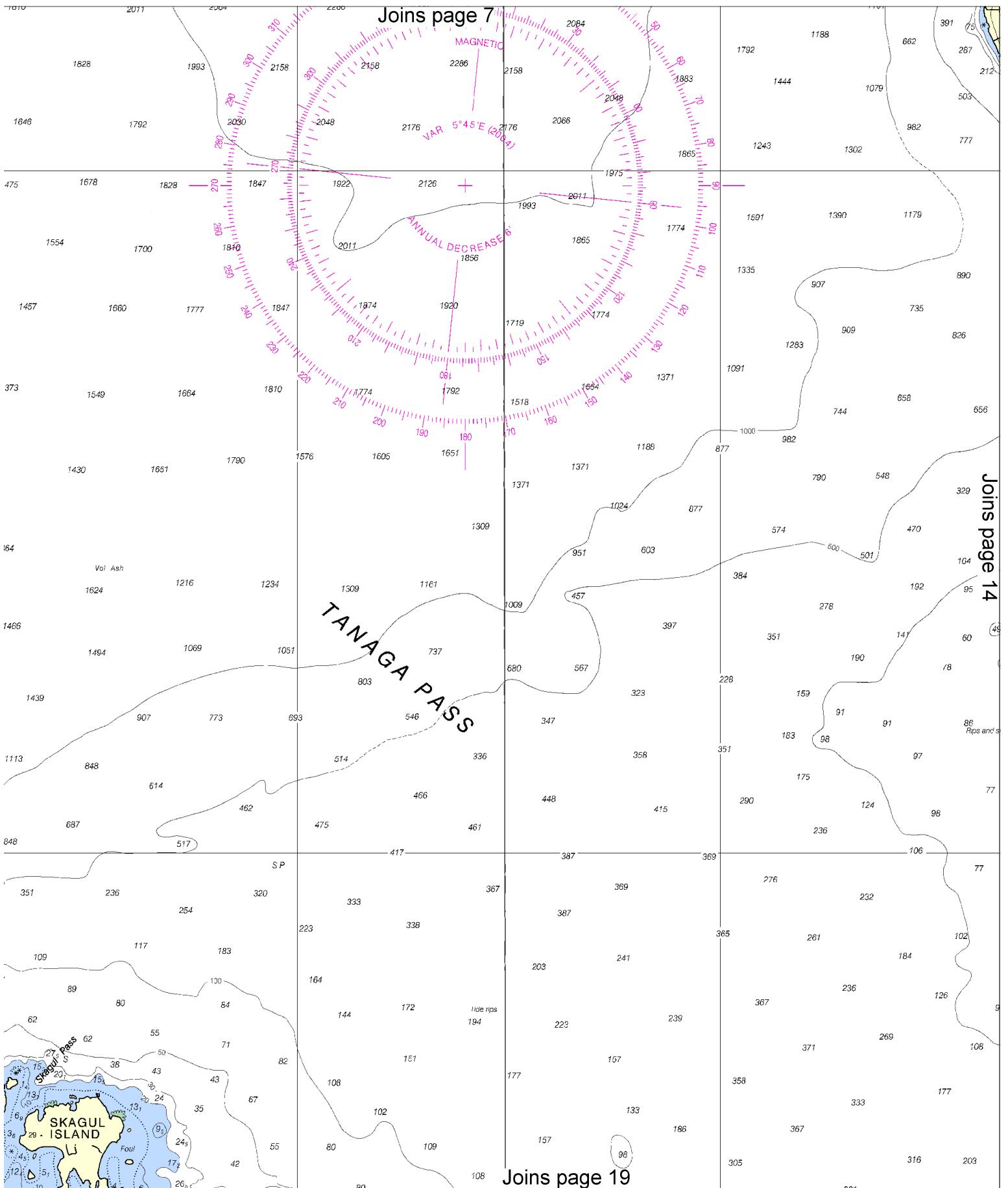
Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

1 0 1 2 3 4 5 6 7 8 9
2000 0 2000 4000 6000 8000 10000 12000
Yards

Joins page 18



Joins page 8

Join page 13

Joins page 20

A blue arrow pointing upwards, indicating the direction of North.

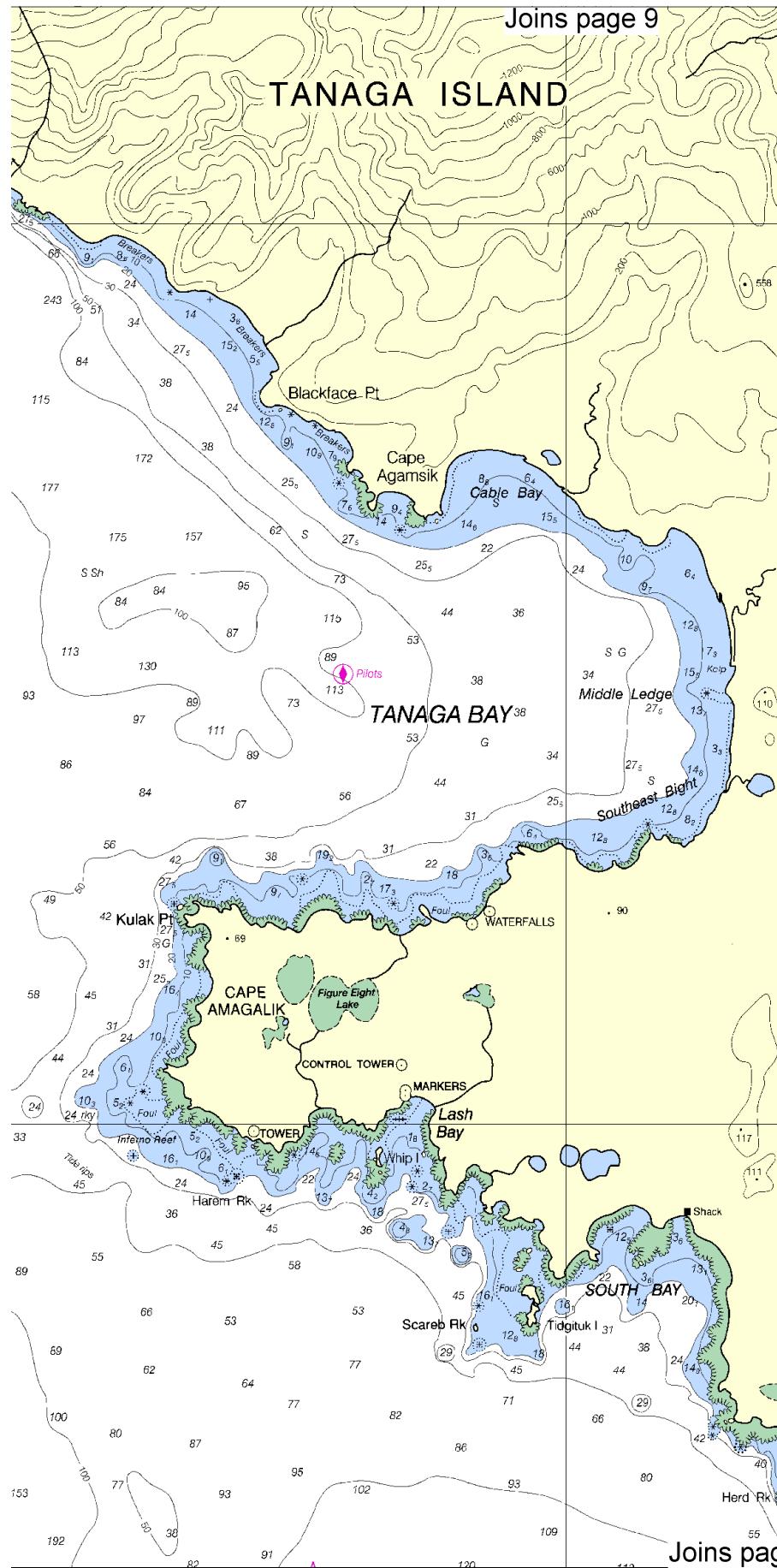
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SCALE 1:100,000
Nautical Miles

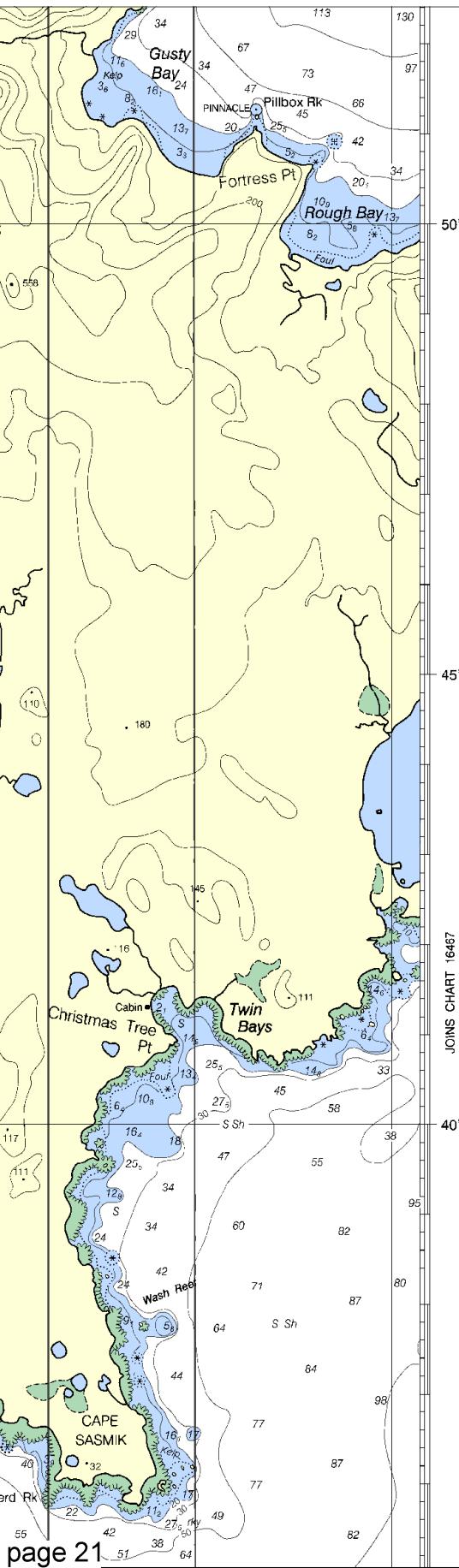
[See Note on page 5.](#)

Joins page 9

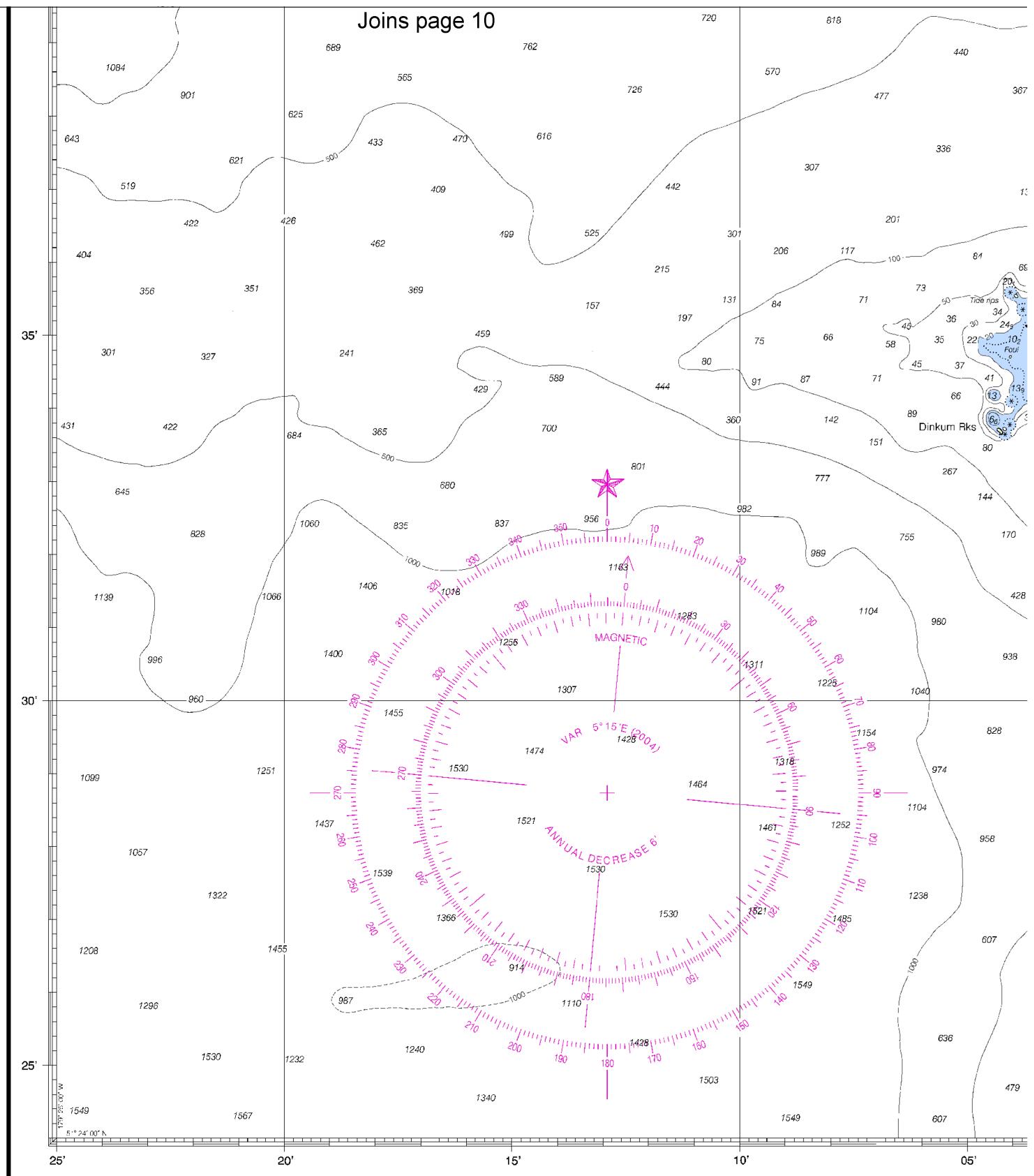
TANAGA ISLAND



Joins page 21



Joins page 10



2nd Ed., Jul./ 04 ■ Corrected through NM Jul. 24/04
Corrected through LNM Jun. 29/04

16465

CAUTION

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Ocean Service encourages users to submit corrections, additions, or co
improving this chart to the Chief, Marine Chart Division (N/CS2), Nat
Service, NOAA, Silver Spring, Maryland 20910-3262.

16

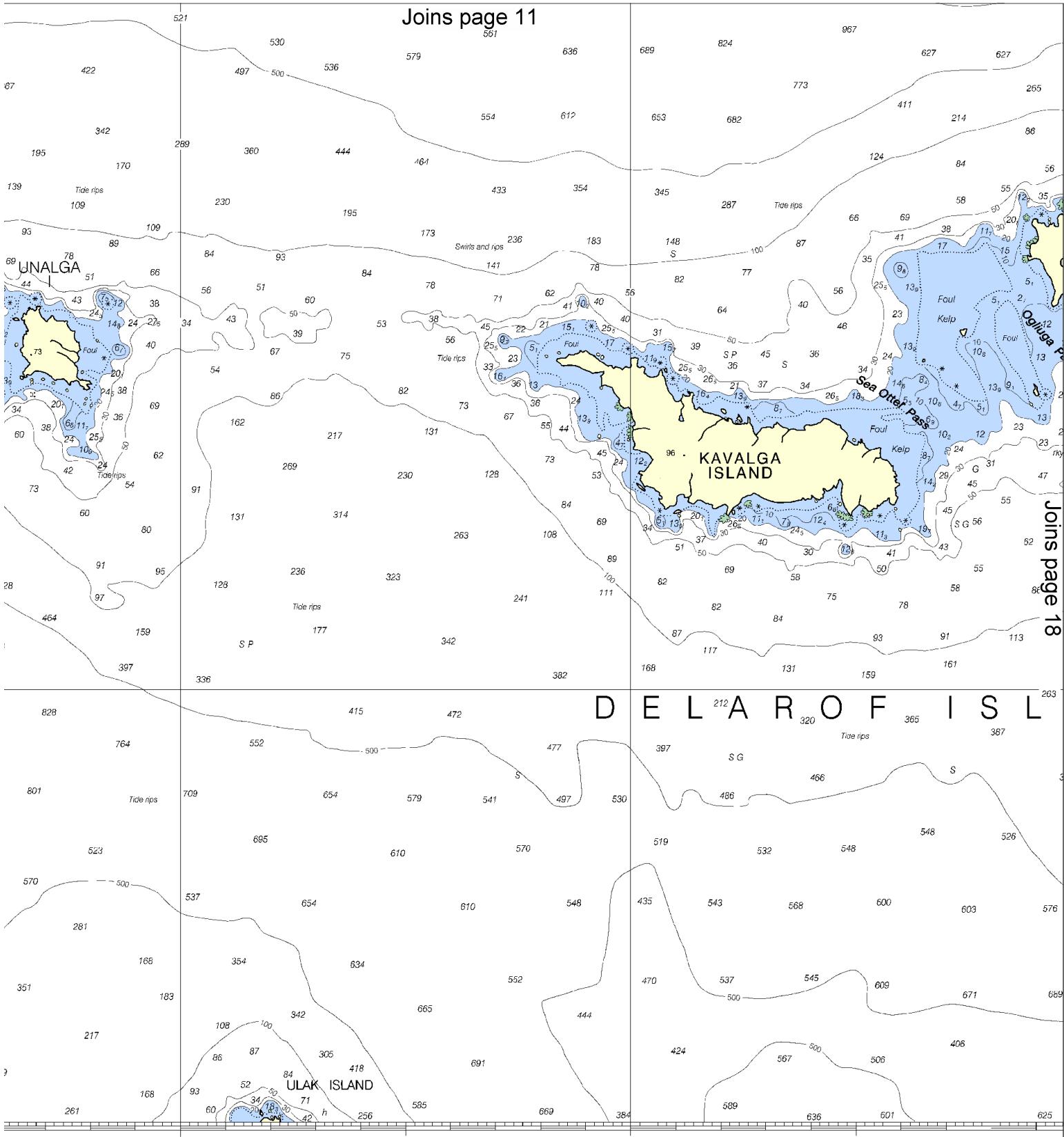


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SCALE 1:100,000
Nautical Miles

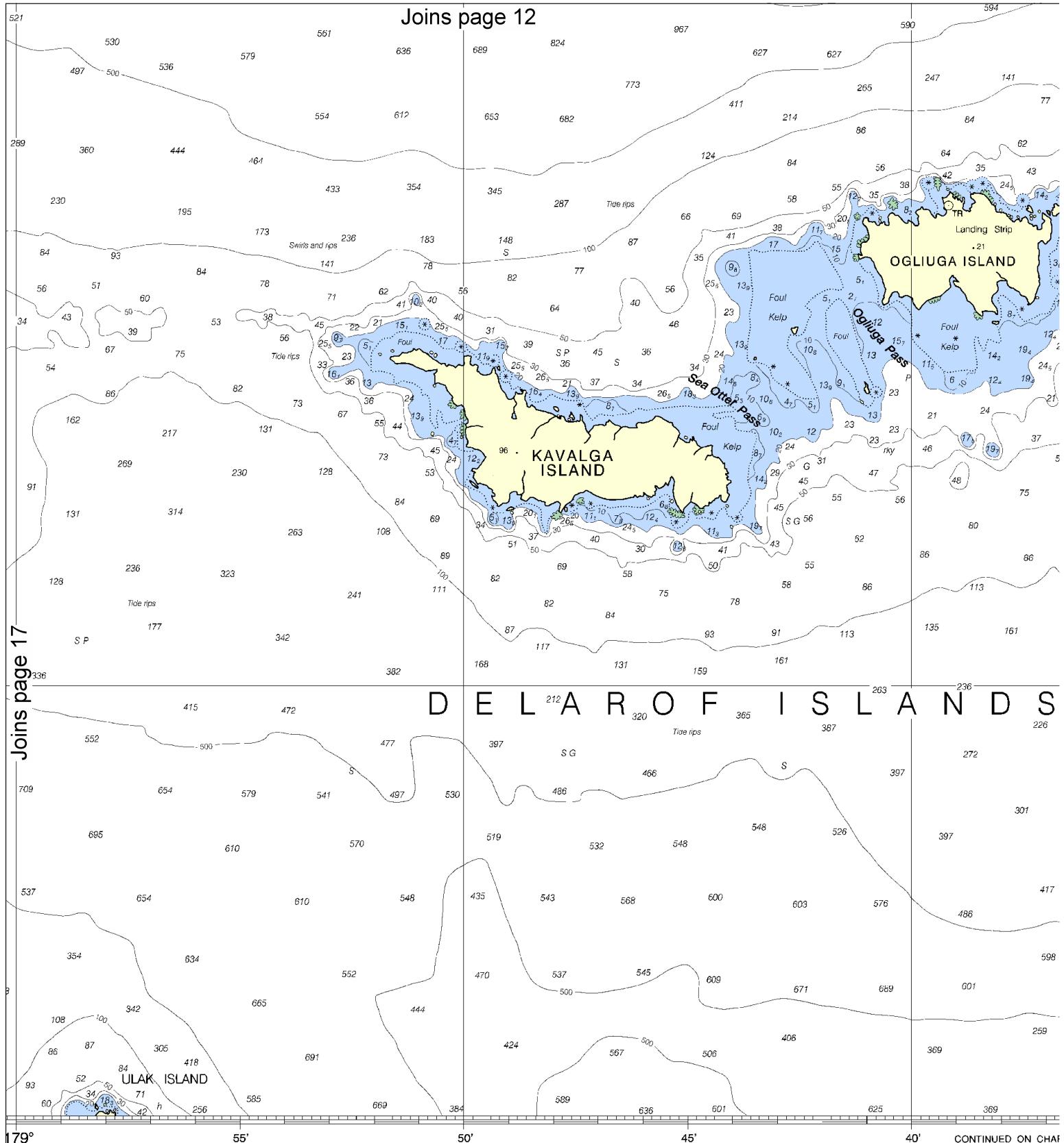

[See Note on page 5.](#)

Joins page 11



DEPTHS IN METERS

The National
comments for
National Ocean



DEPTH IN METERS

18



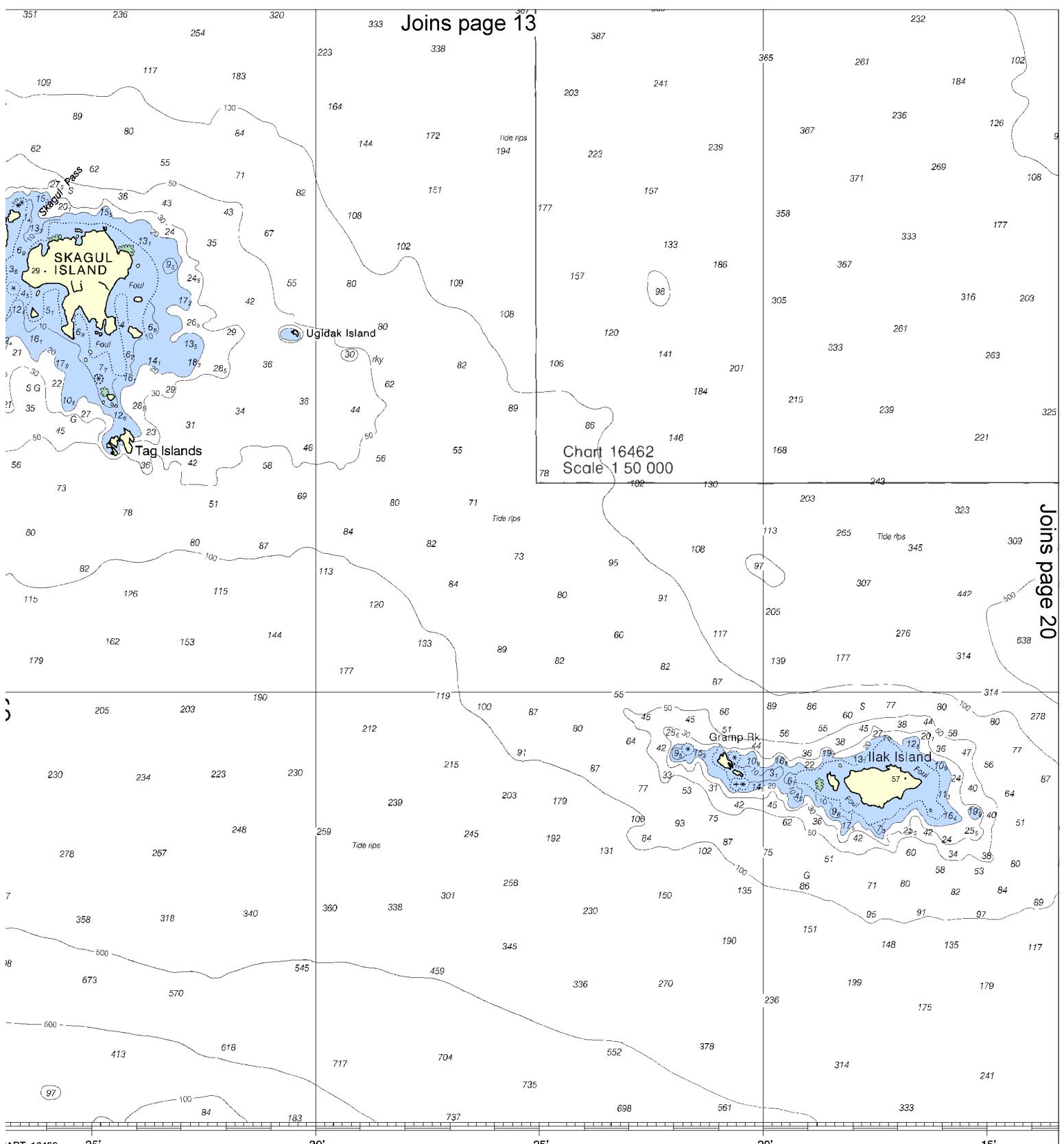
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SCALE 1:100,000
Nautical Miles

See Note on page 5.

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2000 0 2000 4000 6000 8000 10000 12000
Yards

Joins page 13

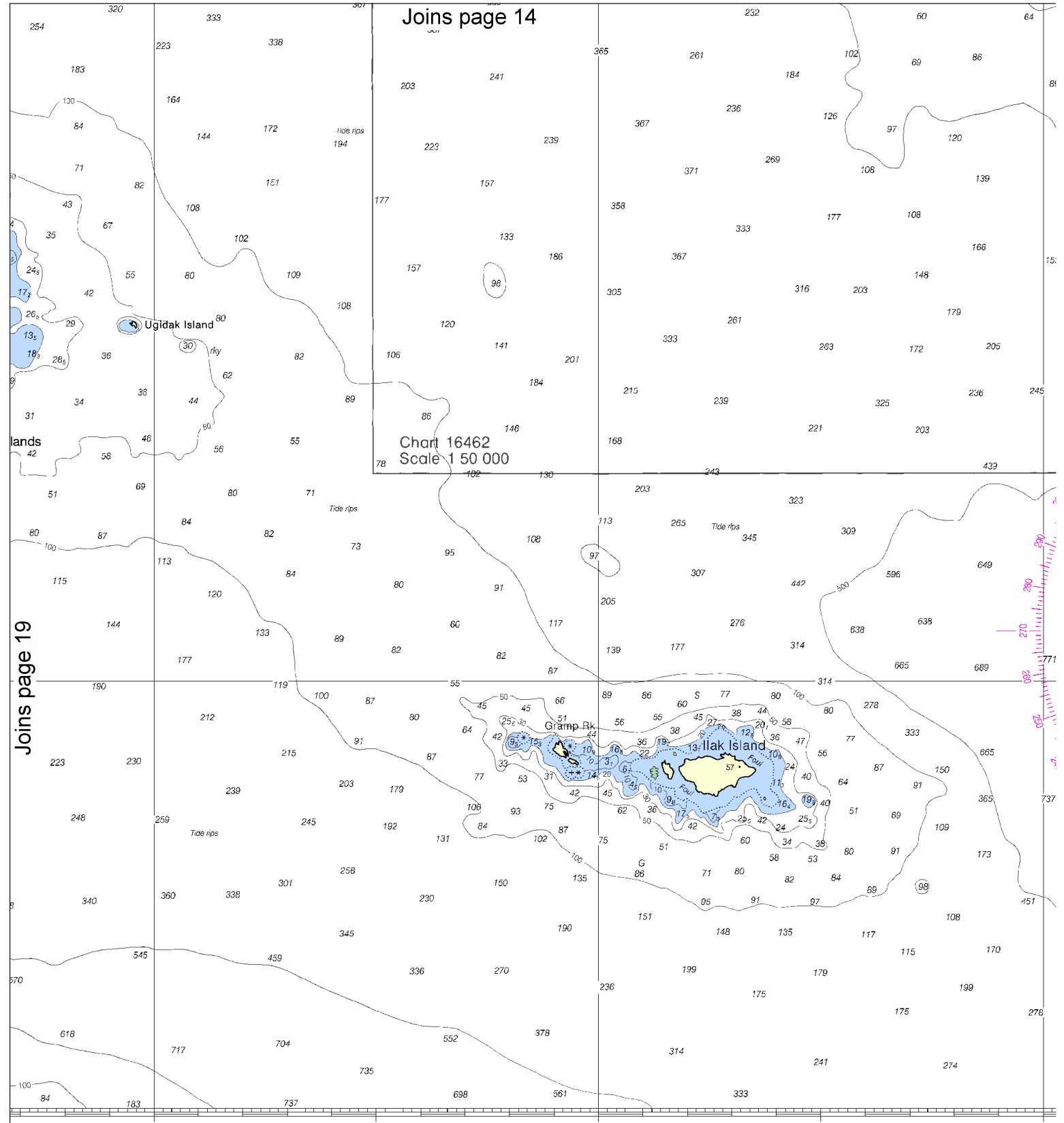


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Joins page 14



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FATHOMS	6
FEET	10
METERS	2

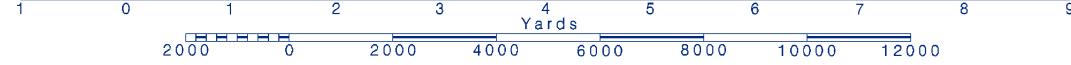
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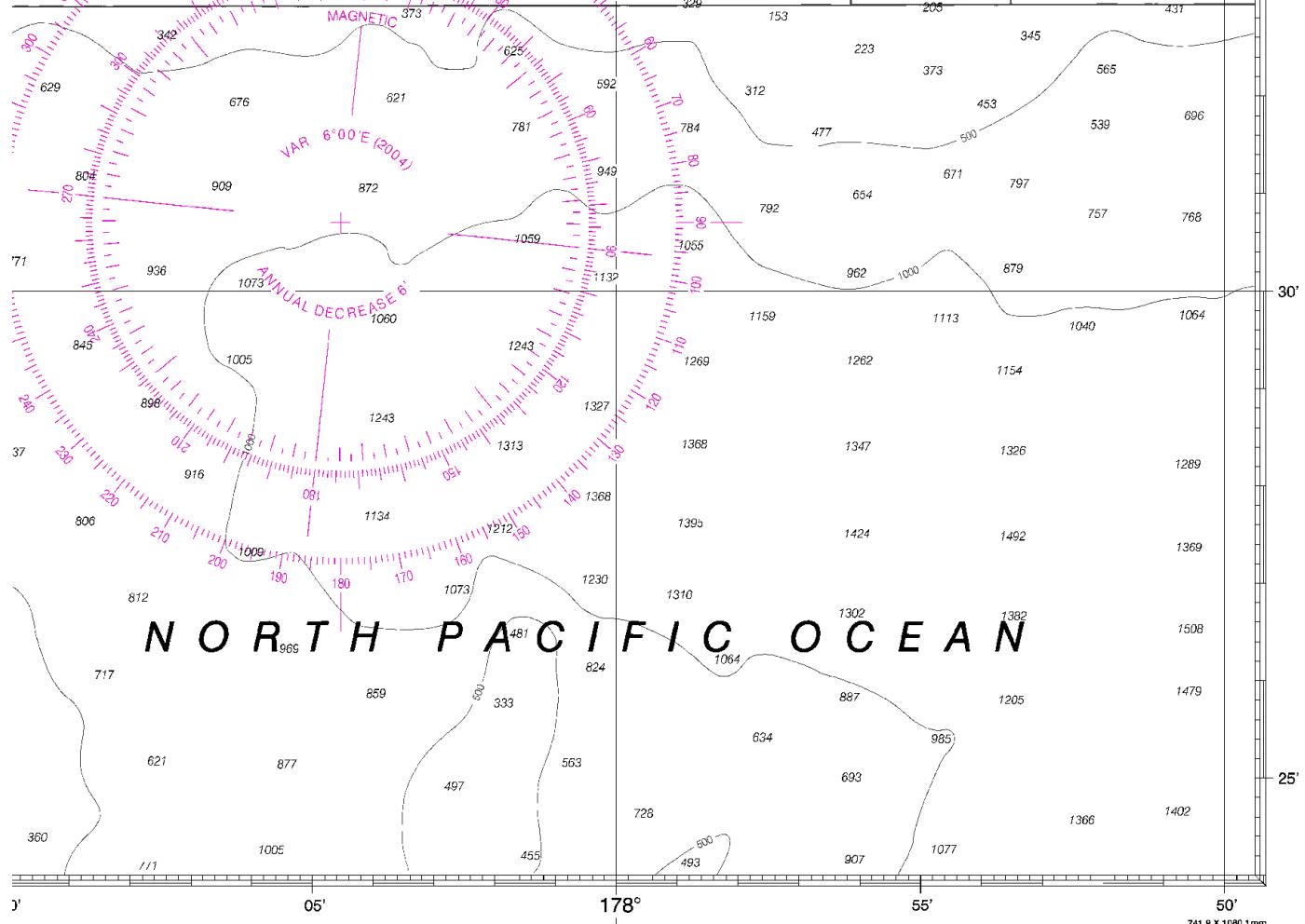
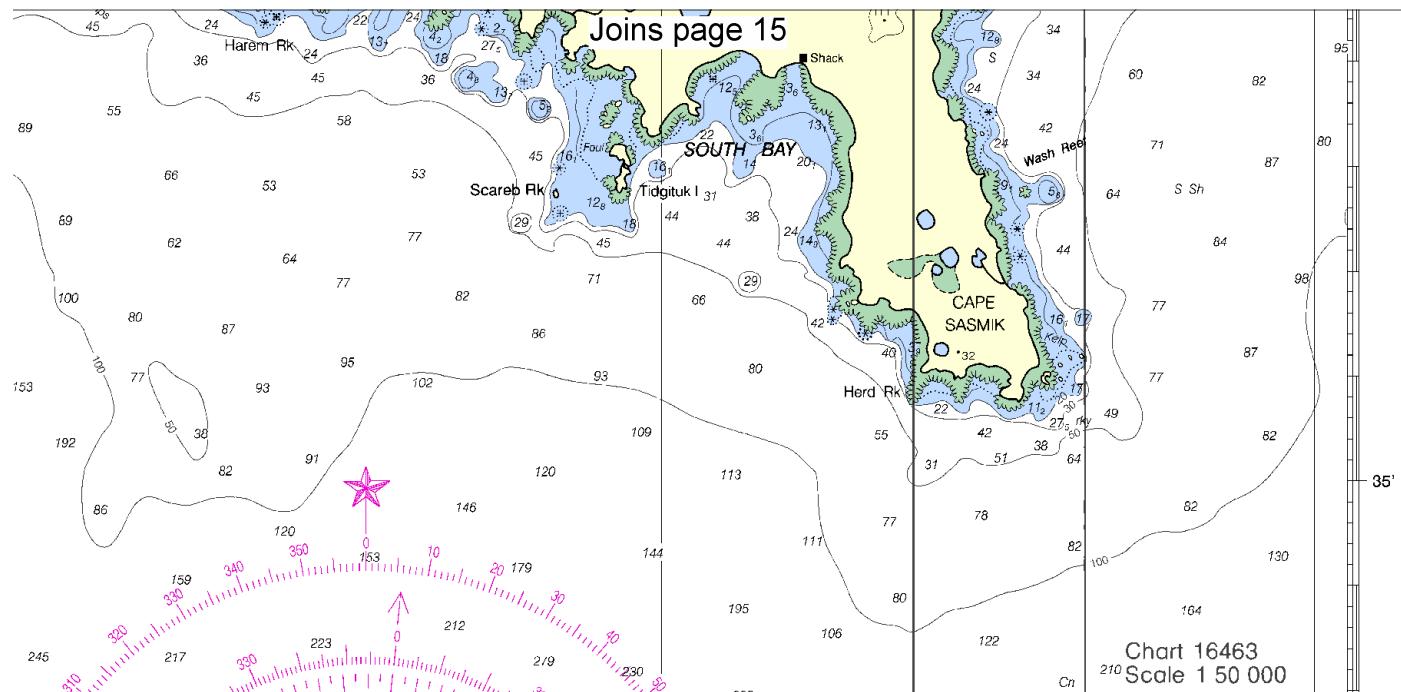
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SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 15



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31																
5	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Tanaga Island to Unalga Island

DEPTHS IN METERS - SCALE 1:100,000

16465

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.